



Figure 6.3
Green Swap: before and after
illustration of development in
the green belt (airport site).



- The city becomes more densely populated with a reduction of private and public open space
- Employer's costs stabilize, at least within the city, encouraging the competitiveness of the region
- Good protection of the environment outside the city. Increase in emissions and pollution in the city
- Reduced commuting *into* Cambridge but increased congestion *within* the city

Option 3: Necklace

- Cost of living increases substantially within the city and less so in south Cambridgeshire
- Displacement of traditional jobs in the city by more competitive, high-tech and private-service jobs
- Increased imbalance in the social community in the city (e.g. disparity between wealthy and poor inhabitants)
- Employer's costs rise, putting the competitiveness of the region at risk
- Good protection of the city and green belt, at the expense of the countryside around the Necklace villages

Option 4: Green Swap (Figure 6.3)

- Cost of living increase within the city and south Cambridgeshire
- All job types increase in the city and its fringe, with a more socially balanced community
- Employer's costs stabilize, encouraging the competitiveness of the region
- Reduced need for long-distance commuting
- Protection of the city at the expense of the green belt and overall increase in public green spaces and facilities
- Substantial increases in emissions and pollution in the city from concentration of traffic

Option 5: Transport Links (Figure 6.4)

- Some cost of living increases in the city but rising higher elsewhere in the region
- Imbalance in the social community continues in the city but becomes more balanced elsewhere
- Increasing employer's costs diminish prospects for the competitiveness of the region